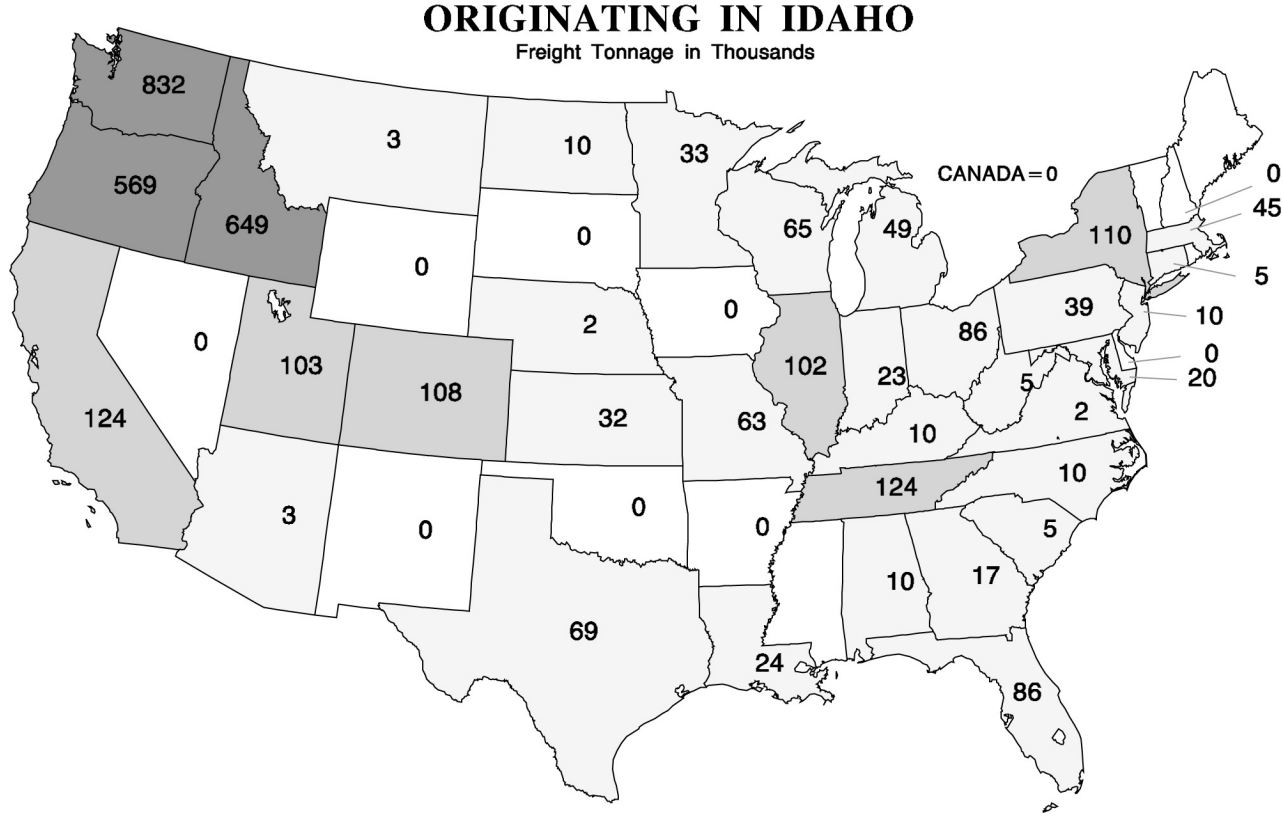
FARM PRODUCTS

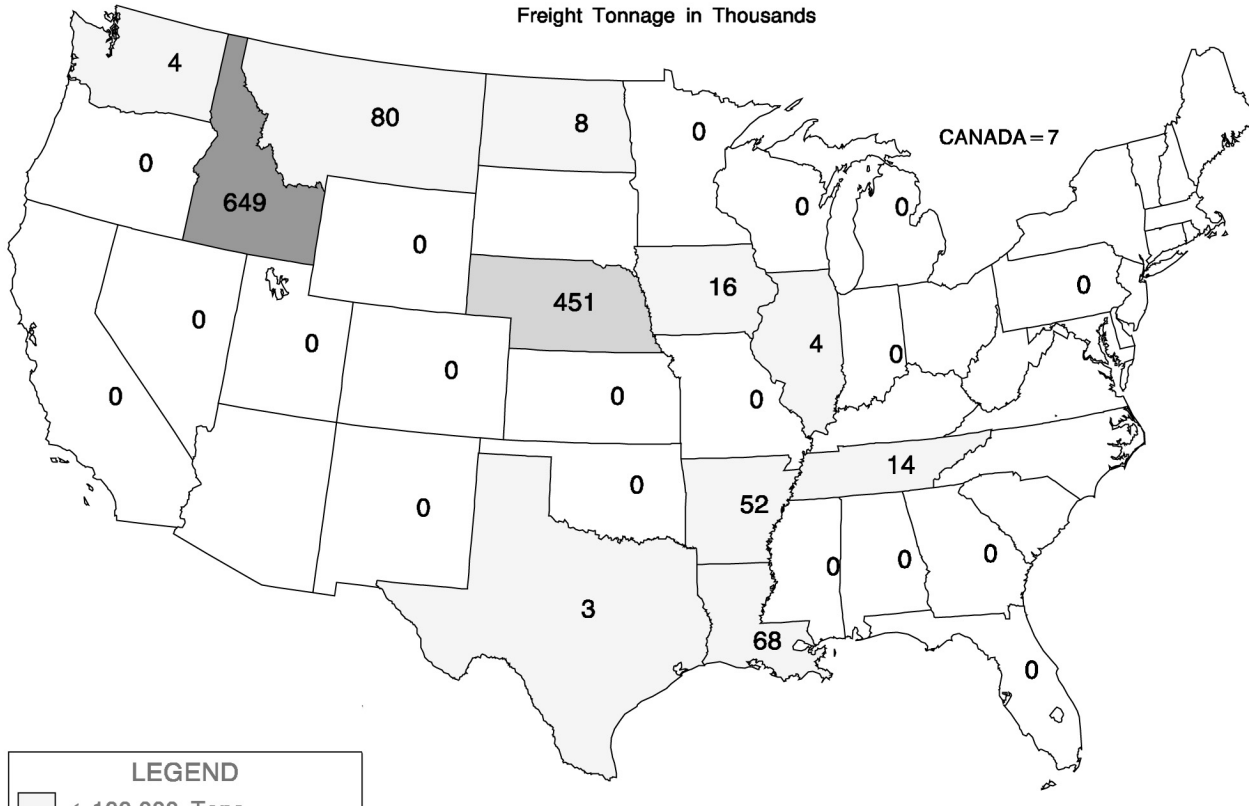
DESTINATION OF RAIL FREIGHT TONNAGE ORIGINATING IN IDAHO

Freight Tonnage in Thousands



ORIGINATION OF RAIL FREIGHT TONNAGE TERMINATING IN IDAHO

Freight Tonnage in Thousands



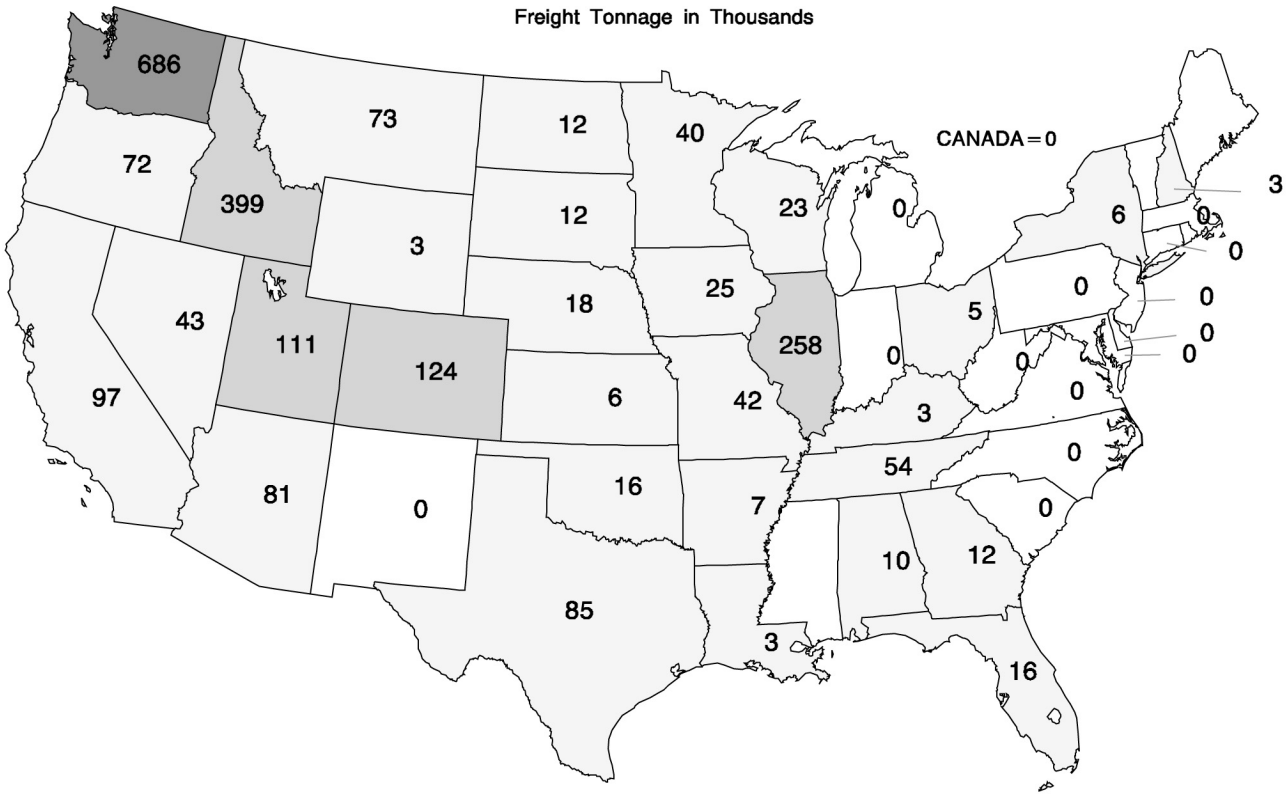
LEGEND

- < 100,000 Tons
- 100,000 - 500,000 Tons
- > 500,000 Tons

Figure 2-6 DATA SOURCE: 1993 ICC Waybill Sample

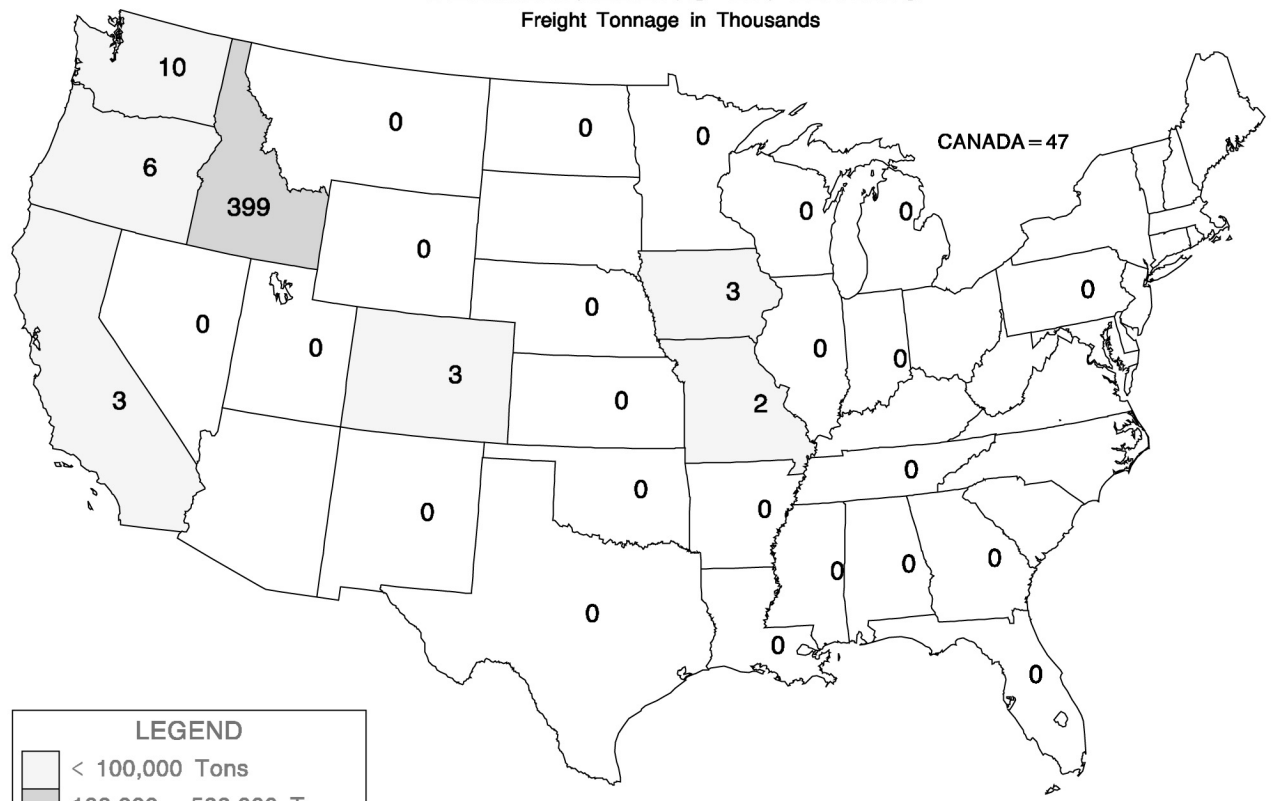
LUMBER OR WOOD PRODUCTS
DESTINATION OF RAIL FREIGHT TONNAGE ORIGINATING IN IDAHO

Freight Tonnage in Thousands



ORIGINATION OF RAIL FREIGHT TONNAGE TERMINATING IN IDAHO

Freight Tonnage in Thousands



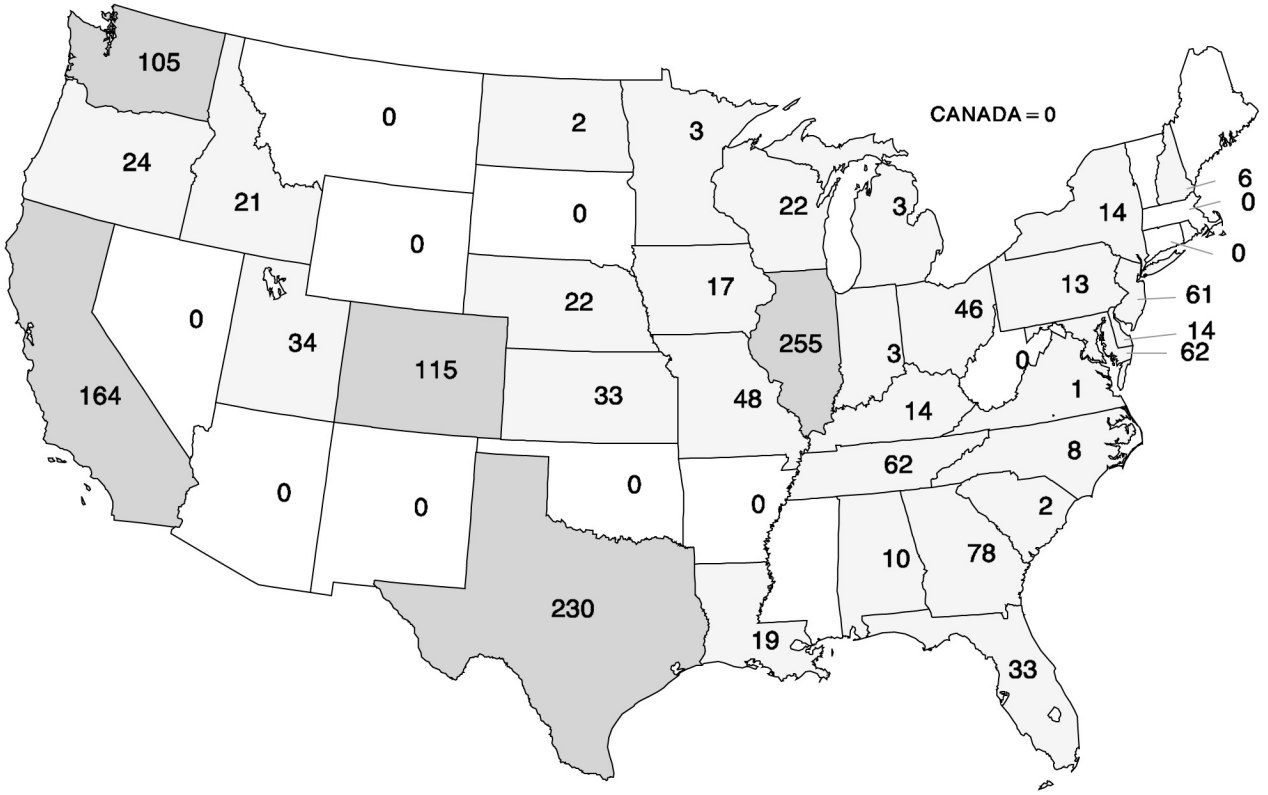
DATA SOURCE: 1993 ICC Waybill Sample

Figure 2-7

FOOD OR KINDRED PRODUCTS

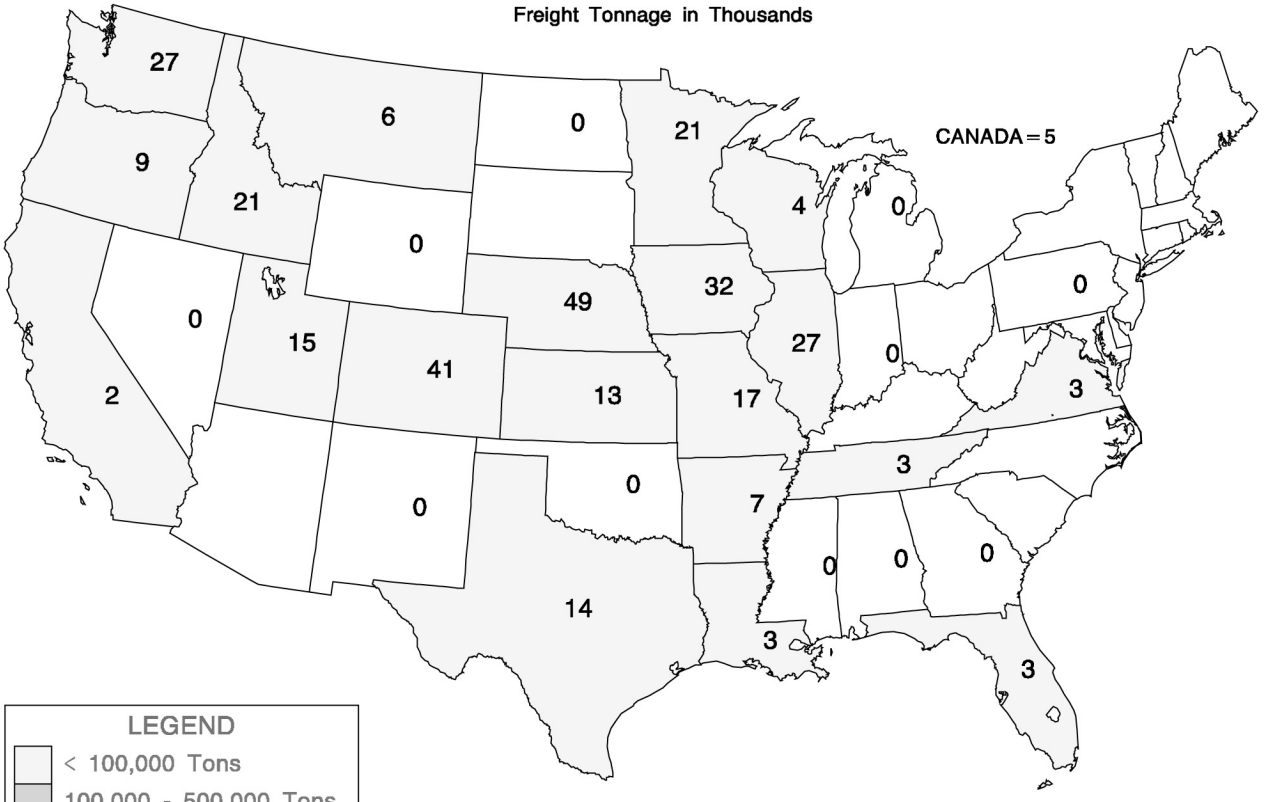
DESTINATION OF RAIL FREIGHT TONNAGE ORIGINATING IN IDAHO

Freight Tonnage in Thousands



ORIGINATION OF RAIL FREIGHT TONNAGE TERMINATING IN IDAHO

Freight Tonnage in Thousands



LEGEND

- < 100,000 Tons
- 100,000 - 500,000 Tons
- > 500,000 Tons

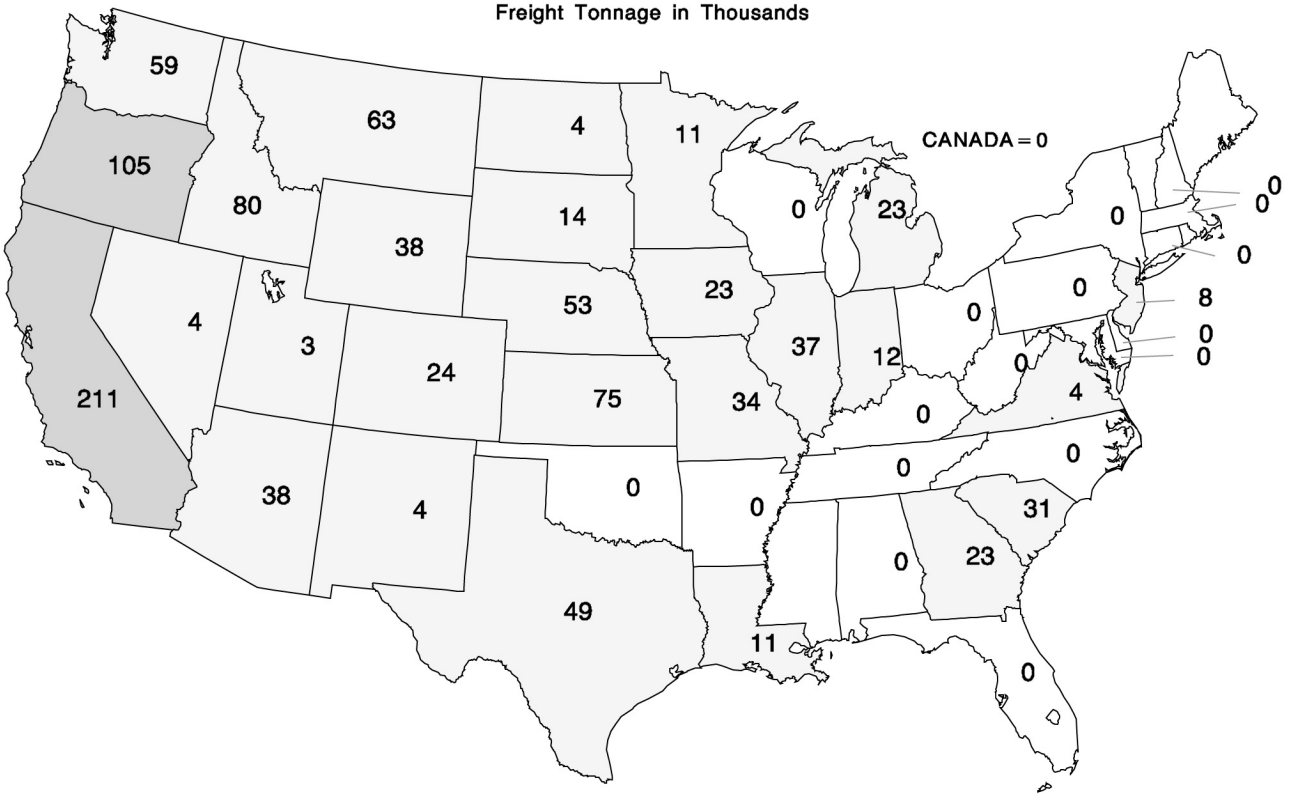
Figure 2-8

DATA SOURCE: 1993 ICC Waybill Sample

CHEMICAL OR ALLIED PRODUCTS

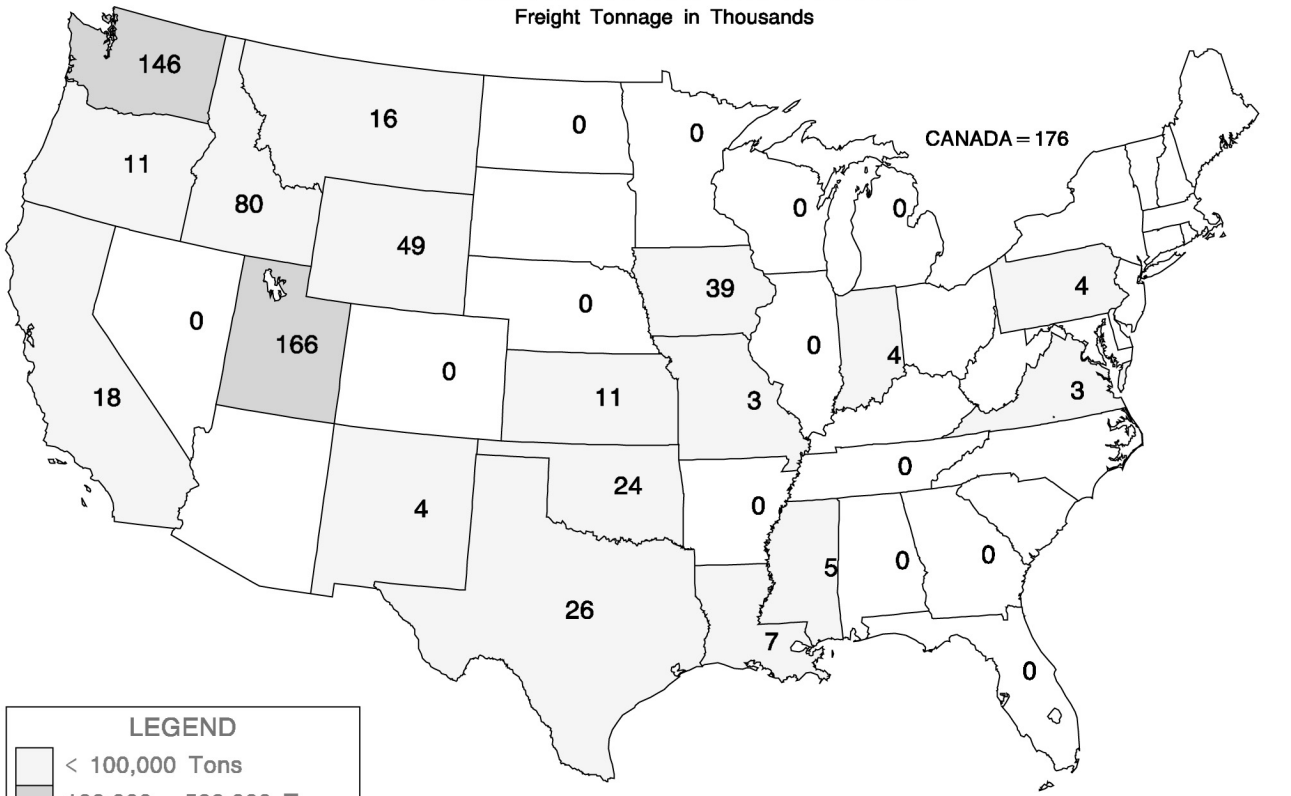
DESTINATION OF RAIL FREIGHT TONNAGE ORIGINATING IN IDAHO

Freight Tonnage in Thousands



ORIGINATION OF RAIL FREIGHT TONNAGE TERMINATING IN IDAHO

Freight Tonnage in Thousands



LEGEND

- < 100,000 Tons
- 100,000 - 500,000 Tons
- > 500,000 Tons

Figure 2-9

DATA SOURCE: 1993 ICC Waybill Sample

Traffic Density

Figure 2-10 reveals the utilization of the Idaho rail system in terms of traffic density on each rail line. The measure used to depict traffic density on Figure 2-10 is million gross ton-miles per mile of track. Gross tons are comprised of the weight of locomotives, rolling stock and lading (freight). A traffic density figure of 5.0 shown on the map, for example, indicates that 5.0 million gross ton-miles per mile moved over the particular line segment in the year of record.

Examination of Figure 2-10 reveals why the BN and MRL main lines in the northern part of the state are FRA principal lines as they transported in excess of 20 million gross ton-miles in 1993. The UP line which runs through the same area, the former Spokane International running from Spokane to the Canadian border at Eastport, is a secondary main falling into the between 5 and 20 million ton-mile category. Southern Idaho served by an east-west UP main which also transports in excess of 20 million gross ton-miles and a UP 5-20 million secondary main running north-south. Most of the remaining lines in the state fall into the FRA light density line category as they handled less than 5 million gross ton-miles per mile in 1993.

State Rail System Description by Districts

The Idaho Transportation Department has six jurisdictional districts, which correspond to the state's planning districts. Figure 2-11 shows the state rail and highway systems by District. A description of the rail system and traffic by district follows.

District 1

District 1 is located in the northern part of the Idaho Panhandle (see Figure 2-12) and is served by both the BN and UP as well as by the MRL and the STMA. The BN line between the Pacific Northwest and the Twin Cities runs through Rathdrum, Sandpoint and Bonners Ferry. The line is not only a very heavily traveled freight line, but is also home to Amtrak's Empire Builder. The UP has a secondary main (the former Spokane International) which originates in Spokane, Washington and is used to interchange traffic with the Canadian Pacific at Eastport, a border crossing. The MRL enters Idaho from Montana and its trackage terminates in Sandpoint, but it continues to operate to Spokane by way of trackage rights over the BN. Branch lines of both the BN and the UP serve Coeur d'Alene and a branch line of the UP reaches Plummer from Spokane where it interchanges traffic with the STMA which runs from Plummer through St. Maries to Bovill. Another branch line, this one the BN's, runs west from Sandpoint to Newport, Washington, where it connects with the Pend Oreille Valley Railroad. This line used to continue to Spokane, as it formerly served as the Great Northern Railroad's main line.

Table 2-4

RAIL TRAFFIC SUMMARY BY DISTRICT

1993

District	Originating (000 Tons)	Terminating (000 Tons)	Total (000 Tons)
1	1,475	420	1,895
2	583	174	757
3	1,769	1,569	3,338
4	1,545	1,183	2,728
5	6,299	4,635	10,934
6	1,094	215	1,309
Totals	12,765	8,196	20,961

Source: 1993 ICC Railroad Waybill Sample

The principal rail traffic originated in District 1, accounting for 95 percent of the total and 1.4 million tons (see Table 2-4), is lumber or wood products. It is also the largest commodity terminated in the District at 280,000 tons (66 percent of the total). This tonnage is attributed to the large number of saw and studmills located in the District along with veneer and panel (plywood, wafer board, and particle board) manufacturers. Thus, District 1's rail system is used principally to transport through traffic over the main lines of several railroads and to ship the area's lumber or wood products.

District 2

There are no rail lines in District 2, in the southern part of the Idaho Panhandle (see Figure 2-13), that are of the main line character of those in District 1. Rather, the rail lines in this District exist to serve local rail shippers. The lines are physically and operationally connected to the rest of the national rail system through Washington State. The BN in District 2 is comprised of three entrees: (1) The former P& L Subdivision from Marshall (Spokane) which now terminates in Moscow. Although its tracks still run to Arrow Junction east of Lewiston, that portion has been out of service for ten years; (2) The WI&M, a former Potlatch railroad and Milwaukee Road line, acquired after the Milwaukee went bankrupt, which connects with the STMA at Bovill; and (3) The Camas Prairie Railroad (CSP), the joint UP-BN operation which serves Lewiston and parts of District 2 to the east and south through branches that run to Revling (near Pierce), Kooskia and Grangeville. The UP also

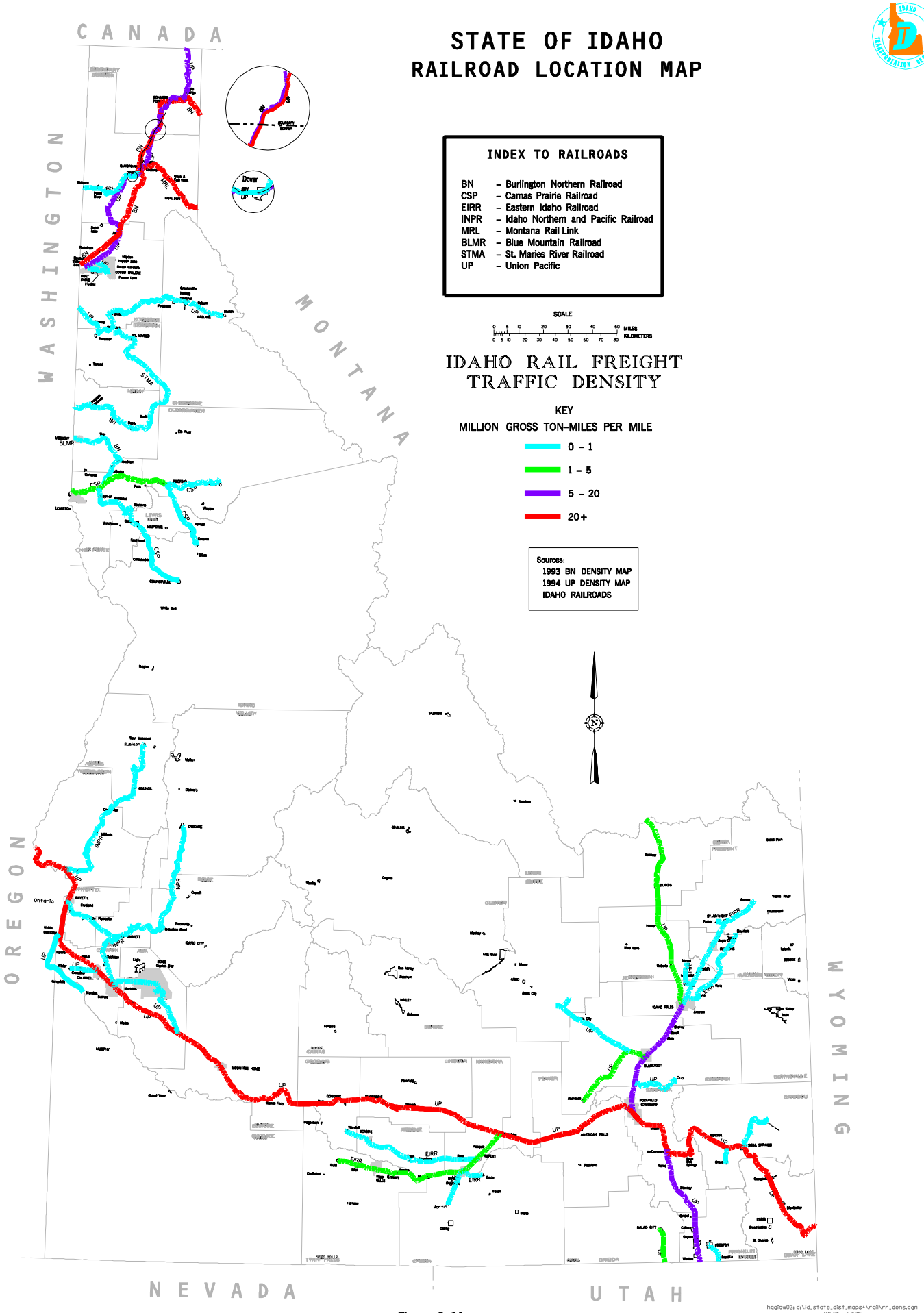

STATE OF IDAHO
RAILROAD LOCATION MAP
INDEX TO RAILROADS
BN – Burlington Northern Railroad
CSP – Camas Prairie Railroad
EIRR – Eastern Idaho Railroad
INPR – Idaho Northern and Pacific Railroad
MRL – Montana Rail Link
BLMR – Blue Mountain Railroad
STMA – St. Maries River Railroad
UP – Union Pacific
SCALE
MILES
KILOMETERS
IDAHO RAIL FREIGHT
TRAFFIC DENSITY
KEY
MILLION GROSS TON–MILES PER MILE
0 – 1
1 – 5
5 – 20
20+
Sources:
1993 BN DENSITY MAP
1994 UP DENSITY MAP
IDAHO RAILROADS
CANADA
WASHINGTON
MONTANA
OREGON
WYOMING
NEVADA
UTAH
Dover

Figure 2–10